



# Central Focus Area

Public Comments

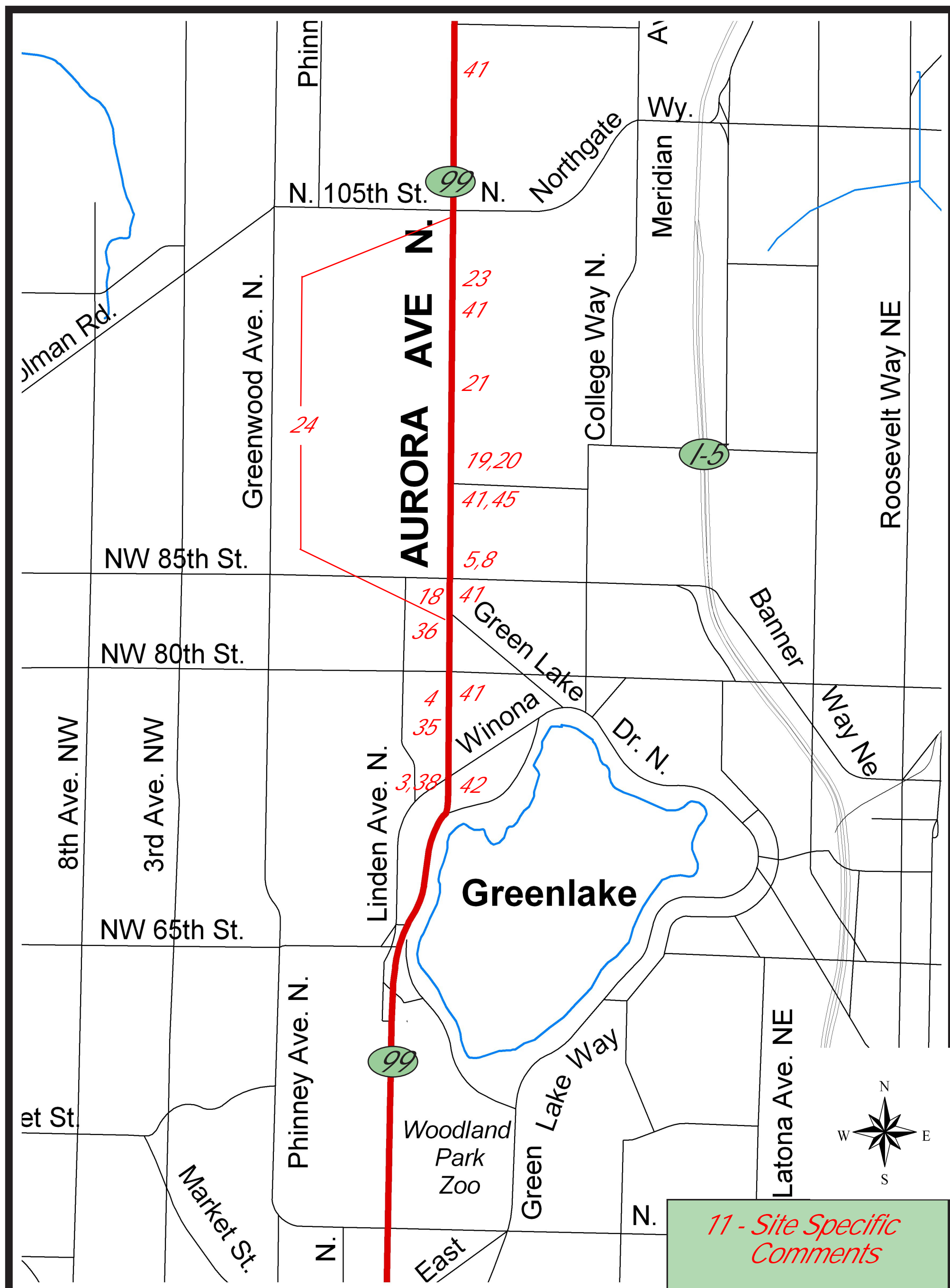
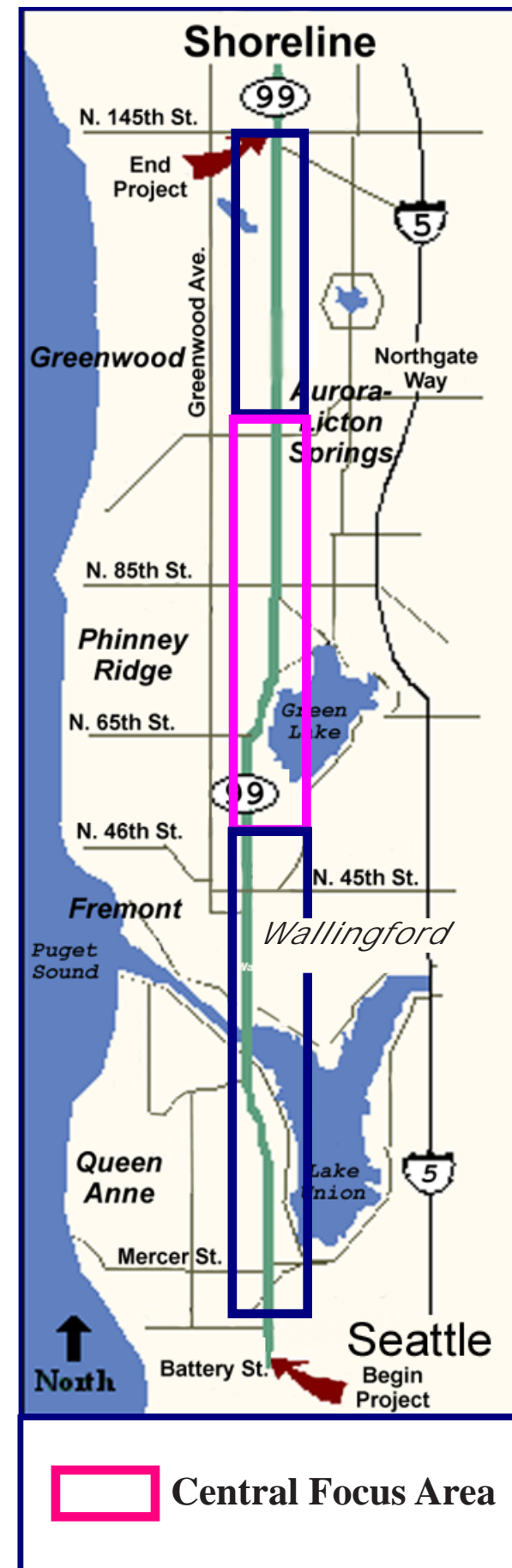
N. 50th Street to N. 110th Street



SR 99 @ N. 105th Street



SR 99 @ N. 90th Street



## An Overview of Public Comments

The following comments were provided by the public as well as businesses and community organizations along the corridor.

### Access

1. Space business driveway accesses at 50 feet
2. Eliminate driveways where possible, especially if there is access through a side street (i.e. PCC Market and Oak Tree)
3. Add a southbound left-turn lane at Winona Avenue
4. Eliminate the left-turn at N. 77th St.
5. Create right-turn only lane at intersections close to N. 85th St. along with signage and/or barrier
6. Maintain on-street business parking
7. Eliminate all parking along Aurora/SR 99, especially when level of service falls below LOS C
8. Look at the current circulation problems related to Nesbitt St. because motorists cannot presently turn left onto it
9. Keep the current dedicated two-way left-turn lanes
10. Limit left-turn lanes along SR 99 to existing signalized intersections and provide appropriate U-Turn designations

### Medians

11. Add low profile vegetation in medians
12. Keep center median open for turning vehicles
13. Too many road barriers destroy the look of the street

### Non-Motorized

18. Create "key Pedestrian Street" locations on Aurora between W. Green Lake Drive N. and N. 85th St.
19. Pedestrian crossing at N. 92nd St. is unnecessary
20. Consider installing a signalized pedestrian crossing at N. 92nd St.
21. Add a pedestrian underpass at N. 95th St.
22. Limit pedestrian crossings to one per five-block segment and, if possible, provide an underpass instead
23. Add a ramp the west side of the existing pedestrian bridge at N. 103rd St.
24. Consider installing mid-block crosswalks and restricting access to selected side streets between N. 84th St. to N. 110th St.
25. Discourage bicycle use on Aurora
26. Bicycle facilities along SR 99 should be minimal considering the proximity to the Interurban right-of-way and the speed of the traffic
27. A bicycle route should be established along Westlake to the Fremont Bridge and then north along Stone Way to Green Lake, under the SR 99 underpass north of Woodland Park, up Linden Avenue to 85th St., and along Interurban right-of-way from 85th to Colby St. in Everett

### Side Walks

28. Add sidewalks to conform to the existing ones
29. Do not put trees in sidewalks
30. Install sidewalks, curbs, and gutters along the entire length of Aurora Ave. N. on both sides
31. Make sure sidewalk project improvements meet ADA requirements

### Other Safety Issues

32. Landscaping should be low-growing shrubbery
33. Support education and law enforcement activities that reduce alcohol consumption
34. Problem with drug dealers standing on the road barrier
35. Plant street trees from Winona Avenue to N. 80th St.
36. Remove trees between N. 80th St. and N. 85th St.
37. Improve signage, lighting, increased vegetation, and place street furniture between 84th St. to 110th St.
38. Place benches, planters, and improve lighting at Winona Avenue
39. Provide better law enforcement
40. Don't focus on traffic calming; speeds should be maintained at 50 mph

### Mobility

41. Eliminate the following signals: N. 77th, Green Lake Way, Evergreen-Washelli, and Home Depot
42. Signal phasing improvements for side streets
43. Do not support bus-only lanes if converting it from a general-purpose lane
44. Concerned that getting across Aurora will take longer with improved north/south Aurora corridor movement.
45. Add protected left turn signal phase at N. 90th St.
46. Add eastbound to northbound protected left-turn signal phase at the SR 99/Winona Avenue intersection

### Other

47. Placement of street furniture should be at the discretion of property owners



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